

CITY OF MOUNTAIN VIEW

ENVIRONMENTAL PLANNING COMMISSION

STAFF REPORT

DECEMBER 1, 2004

6. PUBLIC HEARINGS

6.2 Consideration of Development Alternatives To Be Reviewed in the Mayfield Environmental Impact Report

RECOMMENDATION

That the Environmental Planning Commission recommend to the City Council:

1. Which two alternatives, in addition to the Developer's Proposed Project and retaining the existing land use designation (General Plan and Mayfield Mall Precise Plan), should be studied in the Mayfield Draft Environmental Impact Report (EIR);
2. Preferences, if any, on street alignments and park locations and sizes for the two alternatives; and
3. Whether the process for reviewing the Toll Brothers' applications for General Plan and Mayfield Mall Precise Plan amendments, a Planned Community Permit and Environmental Impact Report should be changed, including:
 - Whether the EIR should study all alternatives equally or should focus on the Developer's Proposed Project;
 - Making the review process a "sequential" process rather than a "concurrent" process; and
 - Whether a fiscal impact study should be prepared for the alternatives.

MEETING PROCEDURE

The purpose of the December 1 meeting is for the Commission to take more public testimony and then to deliberate and make recommendations on which alternatives should be studied in the Draft EIR and several process issues. The recommended meeting procedure is:

1. Staff presentation (brief overview and responses to questions from November 17 meeting).
2. Clarifying questions from the Commission.
3. Public comment.

BACKGROUND AND ANALYSIS

This meeting is a continuation of the November 17, 2004 discussion of the Mayfield redevelopment project. The only new information for this meeting is the attached list of questions which were submitted on green cards at the November 17 meeting. On December 1, staff will provide oral responses to the questions on this list that were directed to staff (the first part of the list). Questions for Hewlett-Packard and Toll Brothers, Inc. were answered at the November 17 meeting, and an audio tape of the meeting was made available to the Commissioners who were not at the meeting.

Prepared by:

Lynnie Melena
Senior Planner

Attachment: List of Questions from November 17, 2004 Meeting

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859-12-01-04SR-E^

**QUESTIONS FROM THE NOVEMBER 17, 2004
ENVIRONMENTAL PLANNING COMMISSION MEETING ON MAYFIELD**

Sequential Processing/Equal Review in the EIR

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| 1. | What are the consequences of switching to the sequential process for time, community input to developer's project, and the costs to the City? | Nola May McBain |
| 2. | Toll Brothers has requested the City to offer guarantees regarding the status of its proposal and has threatened the City not to pay for an EIR if this guarantee cannot be given. Can the City confirm that:

a. The intention of an EIR is to give a completely neutral comparison between projects;

b. All projects in the EIR should be studied with the same level of detail to achieve such neutrality; and

c. The Toll Brother proposal cannot be given preferential treatment in the EIR, either through increased scrutiny or through preferential status. | Wouter
Suverkropp |
| 3. | The only real question tonight is: Should this parcel be rezoned or not? Public opinion by vast majority is not to rezone the property at all. Why can't that decision be made before all the planning and discussions for housing? | Donald Letcher |

Traffic

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| 4. | What traffic mitigation measures will be taken by the City to calm the extra traffic on Thompson Avenue and Alvin Street – 600 new units – equal, plus or minus 1,000 extra cars? | Ric Kohyn |
| 5. | Traffic light sensors that can be operated or activated by motorcycles? As many lights in Mountain View do not recognize motorcycles. | Harry Wilson |

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| 6. | The City of Mountain View is considering spending \$45 million to improve the Central and Rengstorff intersection, how will a dense development adjacent to Rengstorff intersection impact what seems already to be an annoying intersection? | Kevin Zahule |
| 7. | Explain how the City of Mountain View will talk to the City of Palo Alto to ensure that both cities will not be overbuilt with housing projects. There are at least four major housing projects in the works in Mountain View and Palo Alto; i.e., (1) the H-P site – possibly 240 to 810 units; (2) housing near the present Community School of Music and Arts – 130 units; (3) the old Philco/Ford/Sun site at Charleston and San Antonio – 800 to 900 units; and (4) 70 units on the corner of Middlefield/ Alvin plus two possible future residential developments at Ricky's Hyatt and the Palo Alto Elks Club. Thanks. | John Canata |
| 8. | Will the traffic study include the effects on San Antonio/Central and traffic through neighborhood of the codevelopment of the Mayfield site – the 70 apartments on Alvin and the Jewish Community Center development at San Antonio and 101 and the day school. In light of these developments, how can a traffic study possibly show anything but a negative impact on two of the most highly travel thoroughfares on this part of the Peninsula? | Robert F. Murphy |
| 9. | Staff prepared a careful report to compare the number of trips per day for a commercial or residential development. The report concludes erroneously that the number of trips for either scenario is about the same and that, therefore, there is no additional burden from either scenario. Commercial property will generate most of these trips at the end of the commute hour and virtually none during the weekdays and holidays. Residential property, on the other hand, generates about 3,400 additional trips during the weekend as well as evening traffic, thus, the traffic data report supports the conclusion that the traffic burden generated by residential development is substantially higher for the neighborhood. When will the traffic impact report be updated to include a reflection on the time of travel and correct the conclusions drawn? | Wouter Suverkropp |

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| 10. | When the City wrote up the paperwork for the conversion from Mayfield Mall to what turned out to be H-P, it stated that an objective (i.e., requirement) was that traffic could not increase. Given that the roads are the same and the traffic has increased due to The Crossings, what is the current position and approach? It appears the City has changed its position and increased traffic is OK. Is that accurate? If so, are there any plans to improve the roads, not traffic mitigation such as speed bumps and planters, but adding lanes to the road? | Andy Rose |
| 11. | There is a strong feeling that this is a done deal. However, I see or hear nothing regarding traffic, parking and safety. Where, when and how are these issues to be addressed? Are the Mountain View City Councilmembers making decisions regarding Palo Alto? | Frances L. Grant |

Pedestrians and Bicycles

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| 12. | I believe concerns about Central Expressway and Mayfield crosswalks were partially misrepresented. Given existing traffic on Central, the concern is not only safety of pedestrians but the increased impact on traffic of more pedestrians crossing. One pedestrian crossing is the time of many vehicles turning from Mayfield. How will that be addressed? | |
| 13. | Will the rail or Central Expressway crossings be overhead or underground? I would propose a foot bridge overpass or an underground tunnel to get from one side to the other. | Marco Campagna |
| 14. | Improved crossing to train station suggested – who pays for this? What is the improved crossing? | Karen Sundvack |
| 15. | Why not have the crossing of Central be an overpass so as to not jam traffic on Central? | Anita Stewart |

Transit Use

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| 16. | How many residents of The Crossings use the train for daily commuting? | Monique Lumprez |
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17. Mass transit is great if it goes where you work and it gets you there in a reasonable time. Light rail, for example, takes 1 hour 20 minutes to get to downtown San Jose while driving takes 20 minutes. What percentage of residents of the existing high-density housing actually use Caltrain? What percentage use the light rail? Andy Rose
18. Has the City of Mountain View conducted any studies to learn what percentage of The Crossings residents commute via Caltrain or what percentage of Whisman Station residents commute via light rail? If so, how do these percentages compare to residents of other neighborhoods? Vince Leone
19. What is "transit-oriented housing," and how does anyone know that people in the new housing will use the train? V. Lind

Other EIR

20. What are the various elements studied in the EIR in addition to traffic, and who evaluates whether each element is acceptable or not? Anita Stewart
21. Will utilities be subterranean? Nita Avenue to enter to north and south onto San Antonio Road? Harry Wilson
22. Will the EIR address the issue of scraping off such a large building and dumping it in the landfill? Evelyn McMillan
23. Do you consider it ethical to tear down a good building considering the waste of energy to build and tear it down when our troops are dying to preserve our supply of energy? G. Baumbartner
24. The developer of The Crossings was permitted to contribute "in-lieu" funds instead of creating the standard amount for open space. Therefore, it seems likely that The Crossings residents would use any new parks created on the Mayfield site. Shouldn't any housing plan for the Mayfield site include The Crossings residents in the formula used to calculate the amount of required open space? Vince Leone

25. Will staff take into consideration any potential new residents when considering the future of the Monta Loma School? This school would be within walking distance from any new housing and, as such, extremely attractive to future tenants. Wouter Suverkropp

Housing

26. How many units will be for affordable housing? How will affordable housing be defined? Janaan
27. What would be required to see that some of the BMR units be made available to low-income residents (incomes less than 80 percent of the County median in either city or both). Sally Probst
28. Who is identified as the Mountain View people that define the development as "much-needed housing." If not Mountain View people, why build here? V. Lind

Row Houses

29. What is the description of a row house? I did not locate that in the printed material. Does this mean a common wall? Don Reelfs

Parking

30. Where will occupants of townhouses and their guests park? How many parking spaces will each townhouse and condominium have? Will there be parking for Caltrain users? As the housing ages, each may need three parking places. Occupants with young children will have teenage drivers in 14 years. Jesslyn Holombs

Alternative Uses

31. Our neighborhood is already very dense. The four main access roads – San Antonio, Middlefield, Rengstorff and Central – seem full of traffic at this time. More housing would overload our access roads and deteriorate the neighborhood for all. Why build anything more than six single-family homes per acre? Could homes be built only on Park and leave the H-P building for future office space? Alexis Magne

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| 32. | Monta Loma Avenue is strongly against residential rezoning of the H-P site. 500 residents have already signed petitions against rezoning. Alternatives – commercial businesses that would create permanent employment and benefit the Monta Loma residents such as a health club, research lab and bank. Already a high-density housing development at the Lawrence Expressway. | Mildred Halpern |
| 33. | Why is there no alternative offered with comparable three-story condos in Palo Alto and Mountain View. Alternate 1 – housing only two-story buildings; 2 and 3 – use four- and five-story buildings; but nothing in between is offered for study, which seems odd. | Kevin Vahule |
| 34. | As we are here to look at the alternatives, was the alternative of this land being used as a greenbelt or park space considered? If not, why? If not, maybe we please begin to consider greenbelt or park space as an alternative now. | Bill Murphy |

Community Input

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| 35. | Still too many units – 531 in Mountain View plus more in Palo Alto. Does the existing community really have any meaningful input? Repeatedly, we've asked that the number of units be greatly reduced. | Luomfne |
| 36. | As developers go to the City Council regarding density and number of stories, the current City Council has encouraged the developers to add stories and increase density. I don't want high-rise, high-density housing. How can citizens' voices possibly be heard and considered when they put staff recommendations over citizens' desires? | Donald Letcher |
| 37. | Why, after two community meetings organized by City staff where neighborhood members voiced their opposition to medium-density housing (600/800 units) or a change in the zoning, is Toll Brothers still proposing a 600+ home development. Why wasn't the community listened to? We were told by Toll Brothers that they wanted to work with us and consider a lower-density alternative. What happened? | Robert Murphy |

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| 38. | Tonight, we have been told that: (1) the City of Mountain View has told H-P that housing is a likely use for the Mayfield site; and (2) H-P has a binding legal obligation to sell to Toll Brothers. Given these statements, how can we believe that other alternatives (example given – "no change" or "other housing alternatives") really be given serious and equal consideration? | Sheri Morrison |
| 39. | How much on-site parking is proposed? The architects for Toll Brothers said that they wanted to be responsive to public input. At the last work session, every group said they wanted one-story homes next to Diablo and Betlo. Why are they proposing two-story? Why would the alternatives even propose the third alternative? Is that just to upset the audience? It is consistent with no community input to date. | Cathy Blake |
| 40. | Why would the City even prefer the third alternative? Just to upset the audience? It is consistent with no community input to date. | Cathy Blake |
| 41. | Given that all the testimonies so far indicate the City's interest in residential housing at the Mayfield site, does it not presuppose that the City's already leaning toward a change in the zoning. | Rick Kolyer |

Procedure

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| 42. | On the web, this meeting agenda was posted where comments by the neighborhood were toward the beginning of the meeting. We are a working neighborhood while you are at work right now. As a courtesy to this large group, please move up our chance to speak. Also, why was this meeting order changed? | Gloria Jackson |
| 43. | Are all the original green slips retained and, if so, can the question part be made public in electronic format. This would provide a complete anonymous record of the actual questions rather than the brief interpretation given by those answering. Will all questions be fully transcribed so there is a full record of the original questions? | W. Suverkropp |
| 44. | Who paid for the mediator? | W. Suverkropp |
| 45. | How many people filled out the survey you quote from and how many people live in the Monta Loma neighborhood? Please state so we can understand what the percentages mean. | V. Lind |

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| 46. | Can the neighborhood receive in electronic format any documents signed between H-P and the City of Mountain View? | Wouter Suverkropp |
| 47. | Can the City and Toll Brothers please provide all materials, presentations, plans, etc. in electronic format within three to five days of this publication – November 17, 2004? | Wouter Suverkropp |

Environmental Planning Commission

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| 48. | In conversation with the Toll Brothers, they indicated that EPC Alternative 1 might not be economically viable for them and might cause them to abandon the project. Toll Brothers also indicated that Alternative 3B might also be undesirable due to the higher densities than in their proposal. Will the viability of the options to the Toll Brothers be a factor in either the EPC's recommendations or the City Council's decisions? | Ted Lohman |
| 49. | What factors will the EPC consider to decide whether to continue on the current process or change to a sequential process? When will you decide? | Libby Verber |
| 50. | What factors will influence the decision to stay with the current planning opposed to the sequential planning that Toll Brothers has requested? | W. Suverkropp |

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| 51. | What are the tax repercussions if the property remained zoned as is versus the Toll Brothers' proposed zoning? | Helen Wolter |
| 52. | Can we see a complete analysis from staff that shows the likely increase in property taxes as well as increase in expense for the City as a result of increased services (Firefighters, landscaping, Police, etc.)? | Wouter Suverkropp |

Hewlett-Packard (H-P) – Answered at Meeting

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| 53. | Since H-P has a binding commitment with Toll Brothers, then housing is a done deal. | Monique |
| 54. | H-P stated they are in a binding contract to sell to Toll Brothers. What happens if the property is not rezoned? | Andy Rose |

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| 55. | H-P seems to have entered into a binding contract with Toll Brothers that excludes others at this time. Should the Mayfield site not become available for development by Toll Brothers, does H-P have a bail-out clause in the contract that would allow them to entertain offers from others? | John Stepp |
| 56. | Could H-P also answer the same question? What will Toll Brothers and H-P do if rezoning is not approved? | Ann McMillan |
| 57. | In selling the property, why does H-P think it is appropriate to sell the property with in-place zoning change that creates value? Why are they not just lowering the price to an amount that the market would bear at the present zoning? That's what I would do if I were selling my property. | Joe Murphy |
| 58. | What is the selling price of the property? | Bill Murphy |
| 59. | H-P has been known for its public commitment to support the community it has grown up in. How does the new H-P reconcile its ethical obligations to a developer with its obligation to Mountain View and Palo Alto? | Adam Samuel |
| 60. | Does the offer (bid) from Toll Brothers make it impossible for other bids to be considered. For example, bids to use the building "as-is"? Could such a bid only come forward if Toll Brothers were turned down? | Evelyn McMillan |

Toll Brothers – Answered at Meeting

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| 61. | John Ellis (Toll Brothers/Solomon): Would the "private streets" have public parking? If the parks had baseball or soccer events, where do the parents park? | Alex Harvey |
| 62. | Please clarify "private streets but accessible to the public." Who pays to maintain the streets? | Irvin Dawid |
| 63. | What is the advantage of private streets? | Sally Probst |
| 64. | Where is the parking for the parks? | Chris Coxan/Pam Pleh |

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| 65. | Who would maintain the proposed private roads, and who would ultimately pay to do so? | Adrian Tymes |
| 66. | You mentioned that you're making choices – housing for seniors, yet housing is not necessarily designed to meet seniors' needs (why not handicap, etc.?). Then you are not really meeting seniors' needs are you? | Beth Ericksen |
| 67. | Are sales by Toll Brothers limited to one unit per purchaser? What is to prevent purchasers from buying blocks of units, hence, creating rental apartments? | Ann McMillan |
| 68. | The Toll Brothers' architect described "traffic-calming elements" within the new development. What traffic-calming measures are proposed for the extra traffic on Thompson Avenue and Alvin? | Rick Kolyer |
| 69. | How many square feet are the proposed single-family detached houses? | Helen Wolter |
| 70. | How much does Toll Brothers expect to charge for the flats and townhouses? Will there be low-income housing? How much? How is low-income housing defined? | Jesslyn Holmbs |
| 71. | What is the implication of H-P's binding agreement with Toll Brothers? In e-mails to the City, Toll Brothers has indicated that less than 600 units would be unacceptable. This appears to make Alternatives 1 and 2 meaningless. | Farukh Basrai |
| 72. | Given where we are in the rezoning process, why would Toll Brothers sign as H-P described "a binding contract" when it isn't clear whether the site will be actually rezoned residential, let-alone residential with the 600 to 800 density Toll Brothers is proposing. If the City decides either not to rezone residential or lower-density residential, what will Toll Brothers do with the site? Are there already assumptions that the City has given to H-P and Toll Brothers? | Chuck Shih |
| 73. | Toll Brothers has a reputation as a high-end luxury builder. When Toll Brothers appeared before the Council, they heard encouragement for higher density. How much of Toll Brothers' plan is driven by the economics and development versus driven by the Council's desire for high density? | |

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| 74. | At our initial community meeting on this process, Toll Brothers told us they wanted to listen to the neighborhood, hear our concerns and consider alternatives suggested. If this was the case, how do we end up with Toll Brothers proposing a density 600+ that clearly is in opposition to the neighborhood's concerns and desires. | Julie Baher |
| 75. | How much did Toll Brothers pay for the H-P site? What is the monetary value of the site? | Ann McMillan |
| 76. | Was the Toll Brothers proposal we heard tonight – 23 homes per acre – their final proposal regarding the density of the site? Will the Toll Brothers scale back their proposal if the City limits the density to 12 to 15 units per acre? | Evan Baher-Murphy |
| 77. | School closure? Monta Loma School closure? New to me. Please explain. Schools and dangers of closing, declining enrollment, is always a danger to new families,. Can we preclude that from happening? | Monique Lumpy |
| 78. | Why do you think narrow streets with on-street parking is safe for bicycles? | Beth Ericksen |
| 79. | John Ellis: Does "five-minute walking distance" include waits for traffic lights at Central? If it did, the perimeter would not be a circle. | Alex Harvey |
| 80. | Are there windows in the second-story homes that face Diablo, Betlo and Aldeau? | V. Lind |
| 81. | Toll Brothers has stated during the Monta Loma School meetings that there will be no oversight from any of the proposed buildings into the gardens of current Monta Loma residents. The proposal as it stands, however, plans to place buildings four stories high as close to 20' from the rear property line of the existing residents. Can staff clarify how Toll Brothers guarantees no oversight will occur into the gardens or houses of current residents. | Wouter Suverkropp |
| 82. | What is Toll Brothers' plan for less than 600 dwellings? | Vera Lind |
| 83. | Is there a bail-out clause in the contract between H-P and Toll Brothers? | M. Halpin |

84. Is Mr. Ellis aware that there is already a development of high-density housing by the San Antonio Station? Also, there is no danger of the school closing – not sure where Mr. Ellis got this idea.

Lakshman
Rathman

No Question

85. The only proposals that would be are in this order: (1) no change in zoning; (2) would be proposing No. 1; (3) would be proposing No. 2. My opinion would be for several small parks; large ones would be too much noise. Security would be a problem. More chance of crime and traffic.

Gerald Kipp

LM/5/CDD
859-12-01-04SR-E^

CATEGORY: Environmental Planning Commission

DOCUMENT TYPE: Staff Report

DATE: 12/01/04

DEPARTMENT: Community Development

DOCUMENT TITLE: Environmental Planning Staff Report 6.2-December 1, 2004